

DENVER REGIONAL COUNCIL OF GOVERNMENTS

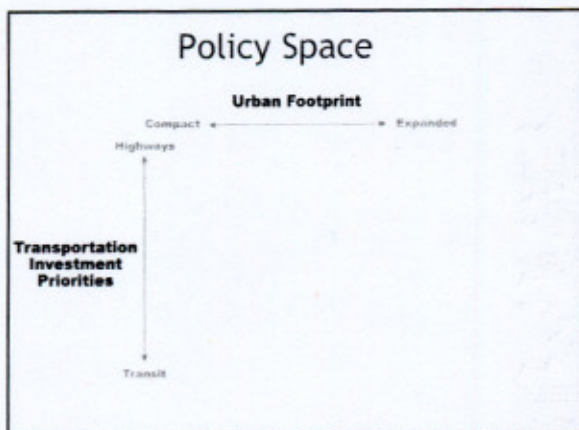
Scenario Modeling

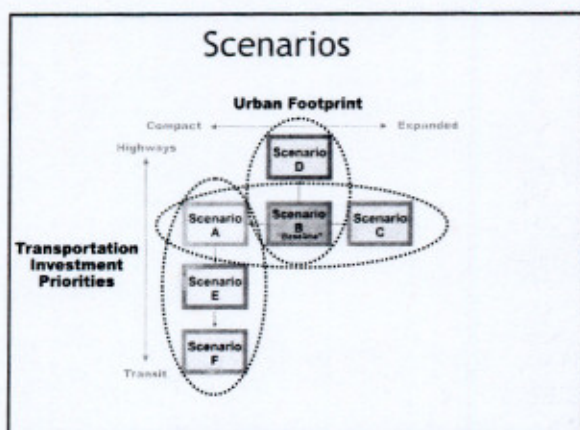
Why?

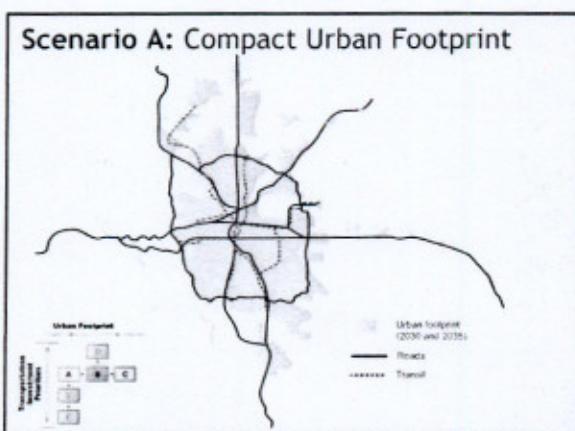
- Provide input into the 2035 update process of *Metro Vision*
 - Provides general sense of possible future directions for the region
 - Under different assumptions about how we grow and how we invest in transportation infrastructure
- Test of our modeling tools/processes
 - Shakedown process for our models
 - Not THE definitive study on our region's future

Starting point - Reality Check

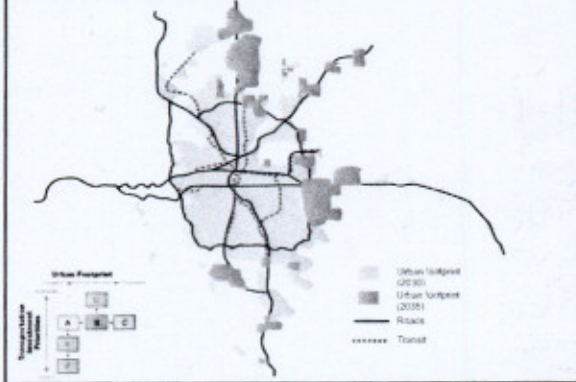
- Forecast growth between 2030 and 2035
 - Additional 350,000 people
 - Additional 158,000 jobs
 - 1.5 million more than today!
- All scenarios assume we at least make good on our 2030 plan
 - We already have a \$25 billion shortfall
 - Shortfall is growing
 - Increased construction costs
 - Declining revenues/funding



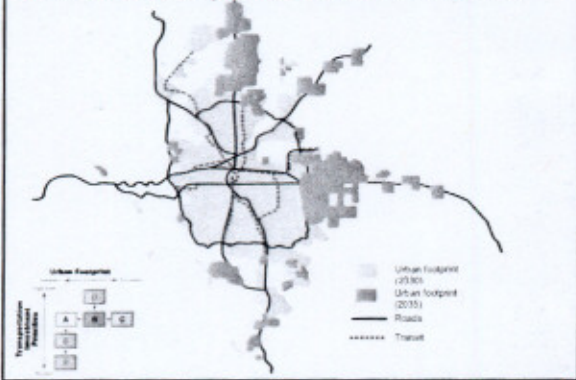


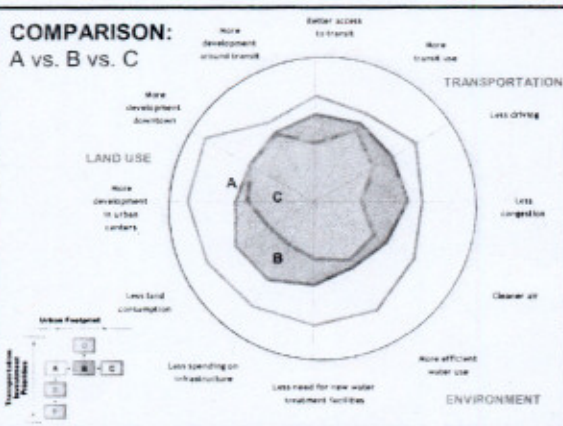


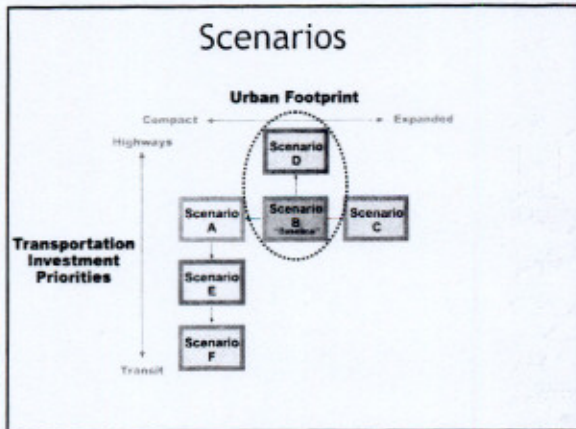
Scenario B: Metro Vision Trend

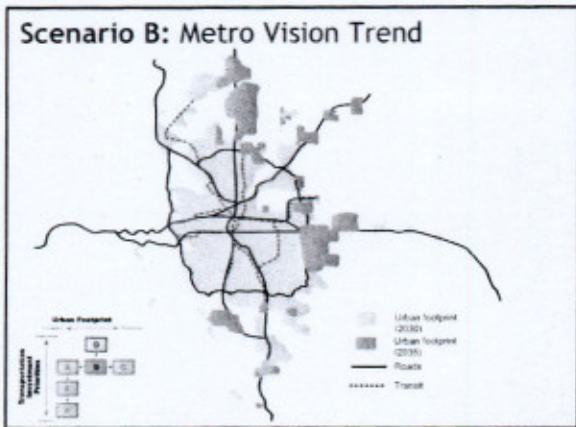


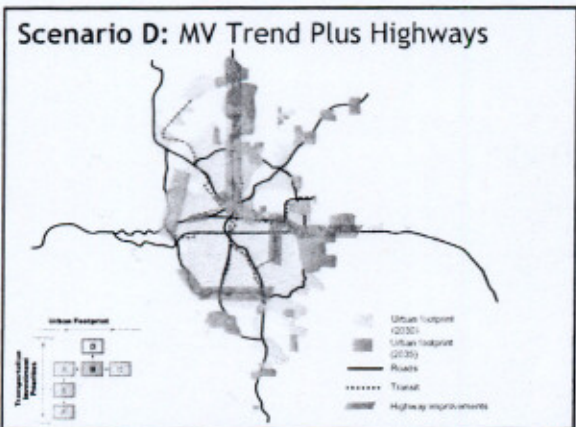
Scenario C: Expanded Urban Footprint

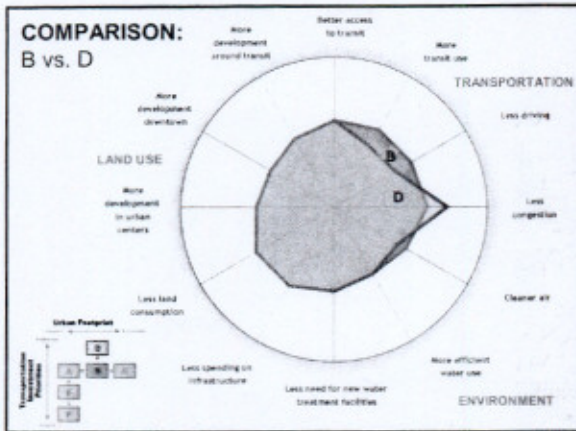


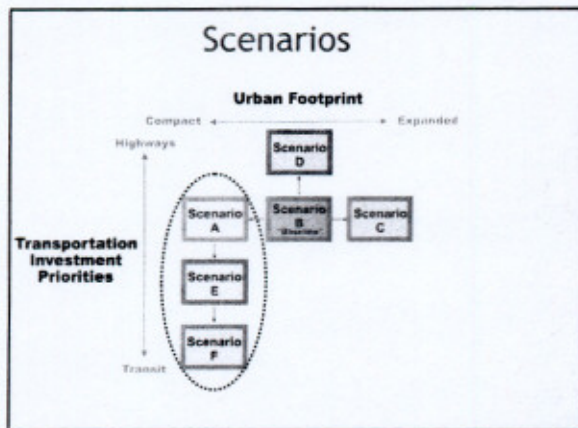


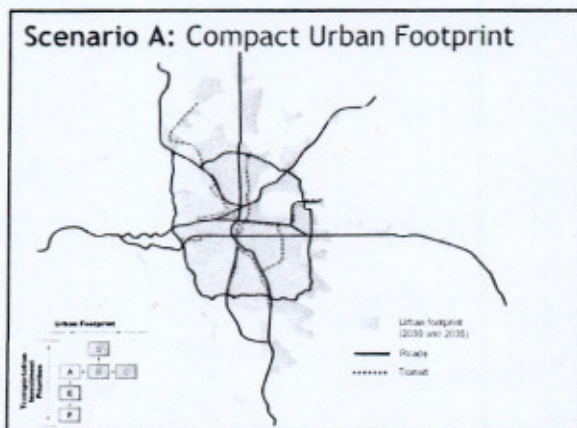


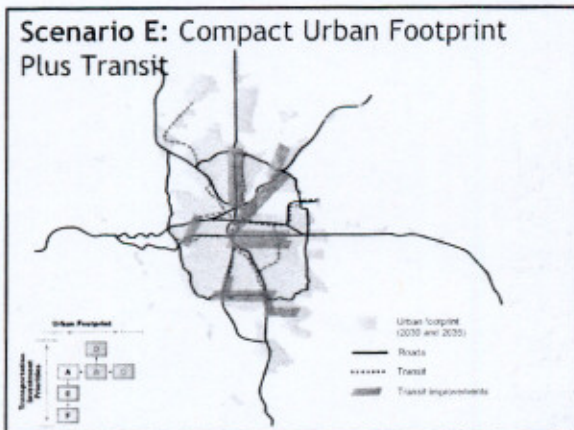


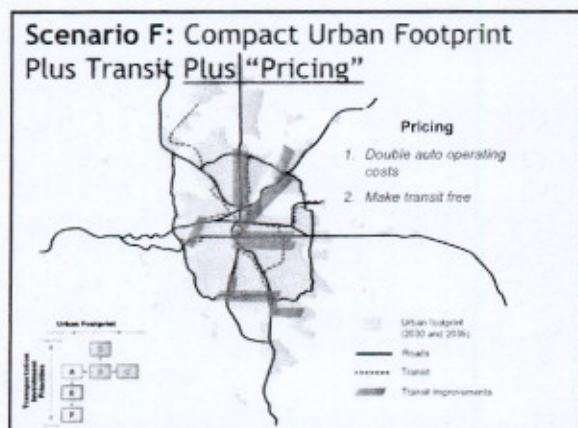


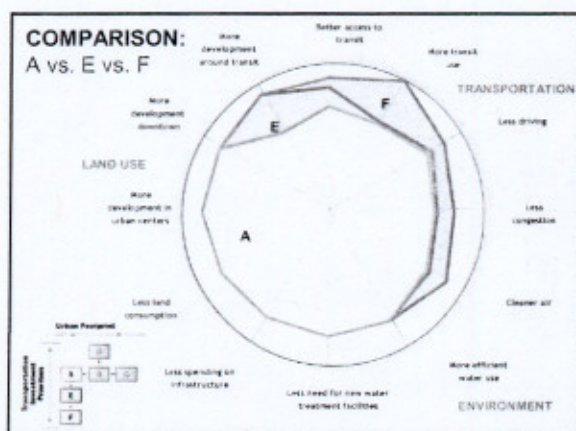












What did we learn?

Themes/Messages

- Congestion and traffic increase *substantially* over today
 - 360% - 450% for vehicle hours of delay (VHD)
 - 67% - 83% for vehicle miles travel (VMT)
- Adding over 1.5 million more people!
 - 60% increase over today

Themes/Messages

- Transportation performance improves in scenarios with more compact development
 - More development in urban centers
 - More transit use
 - More bike/pedestrian trips
 - Shorter trip lengths for autos

Themes/Messages

- We can lessen the impact through additional highway infrastructure
 - This increases total Vehicle Miles Traveled
- Expanding the region's footprint without new transportation funding is problematic
 - Have only the 2030 RTP to absorb the growth
 - The growth overloads key facilities
 - I-470, I-70 East, I-25 North, etc.

Themes/Messages

- Additional transit capacity within the 2030 footprint does not make a significant difference (Scenario A vs. E)
 - The 2030 RTP transit network already serves the 2030 footprint (UGB/A) well
- Pricing (Scenario F) results in the most significant decrease in hours of delay
 - Increases transit ridership substantially by changing people's behavior

Take away points

- Wise investment/land use decisions at local level can lessen the impacts and costs associated with growth
- No amount of land use planning can solve some of our immediate infrastructure needs
 - Existing M & O
 - I-70 viaduct
 - I-70 corridor
 - I-70 viaduct
 - US-36 corridor

Questions

Simon Montagu
Customer Resource and Support Division
Denver Regional Council of Governments

smontagu@drco.org
303.480.6763
